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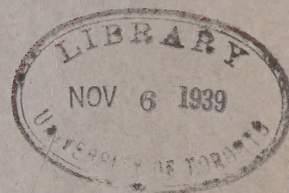
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Ontario. Transportation, Royal Comm. on, 1938

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Brief on behalf of the city of  
ST. THOMAS, ONT.



add'l to Professor Johnston

a. J. C.







B R I E F

- to -

✓  
ROYAL COMMISSION ON TRANSPORTATION

✓  
ONTARIO

- on behalf of -

✓  
THE CITY OF ST. THOMAS

CHAS. B. McCLURG, K. C.  
384 Talbot St.,  
St. Thomas, Ontario.





ROYAL COMMISSION ON TRANSPORTATION  
Ontario

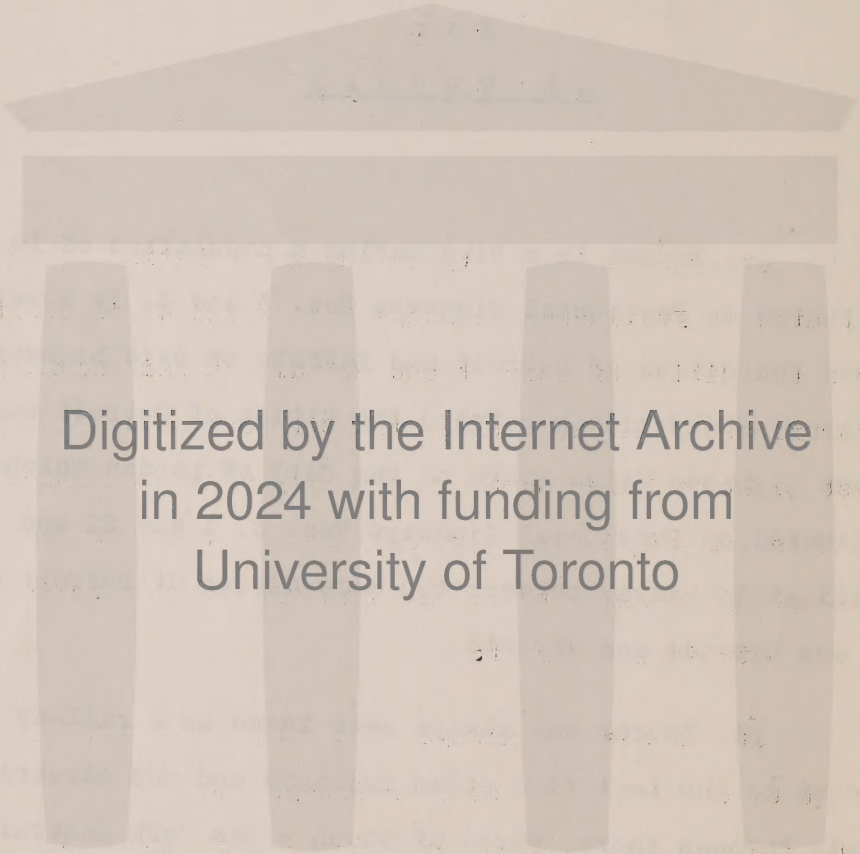
B R I E F

f o r

S T. T H O M A S

St. Thomas is a City having a population of 16,200, is situated on Provincial Highways Nos. 3 and 4, is about midway between the Cities of Detroit and Buffalo on said highway No. 3, is approximately midway between the Cities of Detroit and Toronto, is just Eighteen Miles South of the City of London which itself is situated on Provincial Highways Nos. 2, 4 and 22 and is also approximately midway between the said Cities of Detroit and Buffalo and Detroit and Toronto.

St. Thomas has always been known as a railway City due no doubt to the fact five steam railways and one electric railway operate through there, three of which - New York Central, Wabash and Pere Marquette are international in character, and four of which - New York Central, Wabash, Pere Marquette and Canadian National - have their divisional headquarters, staff, roundhouse, shops, etc., located there, the extent of the service by each being set out in the schedule marked 8.



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St. Thomas also has three motor bus lines which carry passengers for gain operating through there - Greyhound, Toronto Greyhound and Canada Coach and a number of Motor Transports transporting freight, among the most important of which are Martins, Kerrs, Sage and Hepburn Bros., the extent of the service provided by each being also set out in the Schedule marked 8.

Of its total population of 16,200 approximately forty-five per cent. are directly dependent on such railways due to the main support of the family being employed either at the divisional headquarters or in the operation of trains both East and West, or in the repair of locomotives and other equipment or in the Shops maintained by such railways or in the maintenance and upkeep of the roadbed of such railways. As the total annual wages of the population so employed amounts approximately to \$3,000,000. or more, by far the major portion of the remaining part of such population are indirectly dependent also on such railways.

This is established by the fact that during the year 1936, entirely apart from those living there and working on other parts of the line, the railways actually employed in the City 1,616 people with a total payroll for those so employed in the said City of \$2,944,145.11, made up as follows:-







Name of Railway	Number employed in St. Thomas	Pay Roll Total For
New York Central	880	\$1,600,000.00
Pere Marquette	370	637,975.24
Wabash and Canadian National	330	645,925.00
London and Port Stanley	16	20,692.87
Canadian Pacific (estimated)	20	39,552.00
TOTAL .....	1,616	\$2,944,145.11

St. Thomas' position among the municipalities affected by this investigation is, therefore, most unique in that it is probably the only municipality in the entire Province which is a divisional point for three great American Railway Systems and the only one whose prosperity is dependent almost entirely on the prosperity of such railways. Consequently, anything that affects the business of such railways is much more vital to its citizens than that of any other municipality, and any moneys which it contributes either through the maintenance of highways or to the Province in any other manner which enables persons or corporations transporting freight or passengers by motor vehicles for gain, whether the traffic originates within or without of the Province, to do so cheaper than the railways unfortunately amounts to the subsidizing of competitors to its railways and practically the taking of bread out of the mouths of its citizens.



BEARING THIS IN MIND, LET US EXAMINE THE FACTS:

The City maintains within its boundaries in excess of five and one-third miles of connecting links to Provincial Highways as follows:-

Talbot Street	1.94 miles
Elgin Street and Wilson Avenue	1.26 "
Wellington Street from First Avenue to Elgin	1.12 "
London & Port Stanley Road from King Bridge to Queen Bridge and from the Brewery Bridge to Elm Street	1.05 "
Total .....	5.37 miles

Talbot Street is constructed for the most part from Forty Feet to Forty-two Feet wide. The extreme East and west ends are Twenty-six Feet wide. Elgin Street will average Twenty-six Feet wide, Wilson Avenue for the most part has a pavement width of Thirty-six Feet, Wellington Street for the most part a paved width of Twenty-six Feet and The London and Port Stanley Road a paved width of Twenty Feet.

While these roads were all constructed during different periods of time and at different price levells, it may be estimated that the City has made an investment in these highways covering the pavement with necessary grading but excluding curbs,





gutters, drainage works, etc., that would total about \$250,000.00. At the present time the pavement on Talbot Street is past its useful life and requires immediate resurfacing. The estimated cost of this resurfacing would be approximately \$75,000.00 in so far as the pavement itself is concerned. The cost of normal annual maintenance assuming that the pavements are replaced at proper intervals consistent with their expected lifetime would run from \$200.00 to \$250.00 per mile on the average.

The cost of paving construction in cities is necessarily higher than the cost outside the City Limits as carried on by the Department of Highways. The size of the jobs that are ordinarily possible in a City of the population of St. Thomas is much smaller than that prevailing on Provincial Highway construction. The Provincial Highway Department can let a contract for five miles of road where a City might be concerned with five blocks. The advantages in cost attendant on large scale production of Highways are consequently lost in City work. Further the wages of common labour, which represents a large proportion of the cost of paving, is usually higher in City work. The carrying out of the work in a city must be arranged to provide for a minimum of interference with established places of business. This slows progress considerably. The necessary underground structures, sewers, water mains and services, underground cables and conduits require an investment somewhat in advance of actual needs and consequently the interest on this advance investment adds a large





overhead expense.

In addition to this, St. Thomas has actually expended for construction alone for suburban roads coming under the Suburban Roads Commission for the County and City \$4,874.65 and for Provincial Highways outside the limits of the City \$155,563.53 or a total of \$160,438.18. Adding the annual fixed charges on the debentures issued to cover this cost to the City's share of the annual maintenance charges on these suburban roads, their cost to the City in 1937 was \$15,667.62. Further details are shown on Schedule 4B.

An estimate of the contribution made by citizens of St. Thomas to the Highway Department through the various fees and gasoline taxes assessed against them might be made by assuming an average mileage for all vehicles of 8,000 miles per year at 12 miles per gallon. This figure would work out at approximately \$40.00 per vehicle registered. There are 2,589 licensed motor vehicles in St. Thomas. This would produce a total contribution in gasoline tax of approximately \$100,000.00 per year and the amount contributed in motor licenses another \$20,000.00. Assuming the cost of Provincial Highways at \$30,000.00 per mile the 5.37 miles of pavement within the limits of the City of St. Thomas and used as a Provincial Highway would cost at this rate approximately \$161,100.00. Amortization of this cost over a period of twenty years with current interest rates would be



about \$11,335.16 per year.

The following, therefore, would represent the total annual contribution of citizens of St. Thomas to the Provincial Highway system:

Construction of connecting links to Provincial Highways within the City	\$ 11,335.16
Annual Maintenance of connecting links to Provincial Highways within the City	1,200.00
Fixed charges on Debentures is- sued by the City for Provincial Highways outside the City	14,307.39
Gasoline Tax	100,000.00
Licenses	20,000.00
TOTAL .....	\$146,842.55

This is equal to approximately \$9.65 per capita. Stating the cost in another way the total yearly payment of the City of St. Thomas toward the upkeep of Provincial Highways and traffic thereon if contributed through the ordinary channels of taxation would amount to 10 mills or 27 per cent. of the present total annual taxes levied in this City.

In view of the fact that the citizens of St. Thomas contribute this vast amount toward the maintenance and construction of Provincial Highways and for facilitating travel thereon and since in the case of the mileage within the limits of the





City the Provincial Highway Department is entirely relieved of all construction and maintenance costs at the present time, it would appear that an equitable adjustment of this problem would demand that whenever a pavement became necessary in a separated town or city on any route which is a connecting link for any Provincial Highway, that at such time as the Municipality paved that route with a pavement of a standard equal to or greater than that used on the paving of the adjacent Provincial Suburban Area, that the Municipality constructing the paving should be subsidized by the Department of Highways to the extent of the cost of constructing a paved highway equal in all respects to that actually used in the Provincial Suburban Area of the City. A subsidy of this sort would be a definite encouragement for Municipalities to keep these connecting links constructed to a proper standard. An annual contribution should also be made toward the maintenance of the mileage within the corporate limits provided always that such subsidy would become due after the issuance of a certificate by the District Engineer of the Department that the street or pavement was maintained by the Municipality in a proper state of repair.

Such a system of financial contributions to the Municipality out of the various fees, licenses and taxes paid by motorists as such would substantially relieve the present unequal distribution of the cost of highways.





The City has no information as to the use made of highways by commercial interests and is consequently not in a position to determine the proportion of the costs above set forth that should properly be distributed to these commercial vehicles. This information can doubtless be represented by the statisticians of the Department of Highways. An approximation might be made as the result of a Traffic Census made at several points within the City Limits. To be of real value, however, such a census ought to be taken on different days throughout the year so that a year round picture of the traffic could be developed.

While St. Thomas or its citizens contributed to the highways of this Province, both within and without the City, this substantial amount in construction alone and this vast amount annually for upkeep and maintenance, and thus has in a manner subsidized such persons or corporations who transport freight and passengers by motor vehicles, whether for gain or not due to their reaping a large part of the benefit, and which if added to or multiplied by the amounts expended or the number of municipalities doing likewise would amount to an enormous figure, such railways running into this City in the year 1936 expended on their rights of way, which consist of a mileage in this Province on the divisions in question, in the case of the New York Central 380 miles, Canadian National and Wabash 227



miles, the Pere Marquette of 201 miles and the London and Port Stanley of 27 miles and structures with no monetary assistance from the City of Province \$1,720,645.64, made up as follows:

	Maintenance of Roadway	Maintenance of Buildings	Signals and Interlockers	TOTAL
New York Central	\$1,017,335.19	\$66,952.53	\$91,544.86	\$1,175,832.58
Pere Mar- quette	x	x		498,129.25
Canadian Nat- ional and Wabash	9,657.46	7,448.96		17,106.42
London & Port Stanley	29,577.39			29,577.39
				\$1,720,645.64

To give some idea of the expense involved to the Railways in keeping up their rights of way, the London and Port Stanley with a mileage of only twenty-seven miles actually expended on one project alone the sum of \$244,282.71.

Similarly, while the persons or corporations engaged in transporting passengers and freight by motor paid nothing whatever to the City in taxes except a seat tax of one-tenth cent per passenger seat mile amounting in all in 1936 to \$125.55, the railways running into the City in 1936 directly paid to the City in taxes \$41,458.60, as follows:-





New York Central	\$30,865.25
Pere Marquette	4,361.90
Canadian National and Wabash	667.91
London and Port Stanley Railway	5,563.54

Total ..... \$41,458.60

and indirectly through their employees in the year 1937 contributed in taxes approximately \$140,097.23 made up as follows:-

Employees owning their own homes	\$96,967.45
Employees who rent their own homes	\$42,679.78
Employees who pay Poll Tax	\$ 450.00

Total .....\$140,097.23

Apart from the nationally known persons or corporations transporting passengers and freight by motor for gain who control only a very small part of the freight transported by motor, there is for all practical purposes no standard of fitness required for operators of such vehicles other than that required of every driver of a motor vehicle, to obtain a license, no limitation of hours of work, and no fixed standard of wages.



On the other hand every employee of a railway must before obtaining a position pass a medical examination, every apprentice in the shops must serve his time, every employee in the Operating Department must pass an eye and ear test, in addition to an examination on the rules and regulations so that the standard is exceedingly high, working conditions are of the best and the wages paid higher than that of any other occupation.

This will readily be realized from the fact that,

All mechanics in the Locomotive and Car Departments of such railways must serve an apprenticeship in their respective crafts before being hired by any railroad company;

All apprentices before entering their apprenticeship must pass a physical examination and must have at least their Junior Matriculation;

All employees' working hours are eight hours per day, in the Mechanical Department five days per week and other departments five and one-half to six days per week;

Employees working in excess of eight hours per day are compensated at the rate of time and one-half for the second eight hours and double time for the third eight hours;

. For a call out the minimum time to be paid is four hours' pay at straight time;

In the Operating Department - the actual operation of trains - the minimum time for a call, run or run around is 100 miles;

Firemen and Brakemen must pass a rigid physical examination before being hired, also an examination of the railroad on rules and regulations; must also purchase a watch of certain specifi-





cations as issued by the railroads;

On becoming promoted to engineer or conductor he again must pass an oral and written examination on rules and regulations;

All engineers, firemen, brakemen, conductors, yardmen, towermen and section foremen every two years must pass an examination in sight and hearing with a minimum percentage;

All engineers and firemen must have at least eight hours' rest after the completion of a run before being called again;

A standard rate of wages is set for the different crafts or departments, with the hourly rated employees each and every one in his department or craft receives the same wage rate with the exception of charge hands, they receiving five cents differential and foremen, chief clerks and all other officers are paid on a monthly basis.

Furthermore, legislation with respect to such railways has been so rigid that every train must have at least five men, consisting of the conductor who is in charge, the engineer who runs the engine, the fireman who assists him and the two brakemen who are required by law to be on every train. Had the requirements for drivers of passenger and commercial vehicles for gain been of the same high standard the Province to-day would not be faced with the appalling increase in highway fatalities and injuries, the greater part of which has been brought about no doubt through this laxity.

Important as all these are to the Province as a whole,



there is yet to be dealt with that which is from a Provincial viewpoint of considerable importance and from the purely local viewpoint of St. Thomas undoubtedly the most important - the licensing or permitting persons or corporations engaged in the business of transporting freight by motor vehicles, whether for gain or not, over the highways of this Province to transport freight from points in the United States through Ontario to other points in the said United States. When first considered, this might not seem of much importance but to St. Thomas it is particularly vital.

From the viewpoint of the Province it is important in that persons or corporations engaged in the business of transporting freight by motor vehicles would have the use of the Provincial Highways at the expense of the Province and municipalities who pay for the entire construction and maintenance of the same for the benefit of United States citizens and corporations who contribute nothing in taxes to either the Province or the municipalities and who would reap the benefit of the cheaper transportation so afforded. In other words, United States citizens and corporations who contribute nothing in taxes to this Province, would be able to transport freight by motor vehicles from points in the United States over the highways in Ontario to points in the United States cheaper than they could by rail at the expense of the Province and municipalities who construct





and maintain such highways with no pecuniary benefit to the Province except the license fees paid by the trucks transporting same and none whatever to the municipalities.

From the purely local viewpoint of St. Thomas, it is unquestionably the most important. As previously pointed out, three of the great railway systems passing through St. Thomas and maintaining divisional headquarters, staff, roundhouse, shops, etc., there are international in character. Approximately ninety-five per cent. of the revenue of such railways is derived from through traffic originating in the United States for delivery in other parts of the United States. These railways are able to secure this business largely by reason of having a shorter route through Canada than either the railways or the truck concerns operating South of Lake Erie. Out of the total of 1,616 persons employed by the railways in St. Thomas, these three railways employ approximately 1,500 men so that the licensing or permitting such persons or corporations engaged in the business of transporting freight to do this would affect almost one-half of the population of this City.

No necessity or convenience to the people of this Province is involved and it would take away whatever advantage the New York Central, Pere Marquette and Wabash, who expend



\$2,883,900.24 in wages in the City and who contribute \$35,895.06 directly to the City in taxes, now enjoy over their competitors, including truck transports by reason of the shorter route through Ontario. The Province as a whole would gain nothing except a few license fees and ST. THOMAS, THE RAILWAY CITY OF THE PROVINCE WOULD LOSE IN A LARGE MEASURE THE VERY BASIS OF ITS EXISTENCE.

It would mean the putting on furlough of many citizens of St. Thomas and this Province now employed on such Railways, and the chances of employment of many young men now coming of age, hundreds of whom are out of work. It would mean not only an increase in relief costs to both St. Thomas and the Province but probably also greater expense to both the Province, St. Thomas and other municipalities for the maintenance and repair of highways and streets, to say nothing of the increased hazards to vehicles and persons using same.

IT IS THEREFORE RECOMMENDED on behalf of the City of St. Thomas,

1. To enable the railways to compete with the owners or operators of such motor vehicles transporting passengers and freight by motor vehicle for gain on a fair competitive basis

(a) That a standard wage with a limitation of hours of work be established for all operators of





motor vehicles transporting passengers or freight for gain similar and equal to that established for railway employees, which all owners of such motor vehicles shall be required to pay and observe.

- (b) The tolls and rates charged for such transportation of passengers and freight by motor vehicle be controlled and made subject to as effective control as that imposed upon said railways.
- (c) The taxes, license fees or other charges imposed by any taxing authority upon the owners and operators of such motor vehicle be increased sufficiently to enable such railways to do so.

2. To provide a greater degree of safety for other vehicles on highways,

- (a) A standard of fitness be established and required with respect to all operators of motor vehicles transporting passengers or freight for gain similar or equal to that required for railway employees.
- (b) The width, height and length of all motor vehicles transporting passengers for gain or transporting freight, whether for gain or not be reduced.
- (c) Greater power be given municipalities through which Provincial Highways pass to enable them to route motor vehicles transporting freight for gain off the main streets of the Municipality along alternative streets through built up areas.

3. No licenses be granted to owners or operators of such motor vehicles transporting freight by motor vehicle, whether for gain or not from points in the United States over the highways of Ontario for delivery to other points in the



said United States.

4. The Province, whenever a pavement becomes necessary in a separated town or city for a connecting link in any Provincial Highway, subsidize such municipality to the extent of the cost of constructing a paved highway equal in all respects to that actually used in the Provincial Suburban Area immediately adjacent to such municipality and in addition make an annual contribution to each municipality toward the maintenance of the mileage within such municipality used as such connecting link or links.

This suggestion is based on the fact that if such separated town or city were non-existent the Province would have to pay the entire cost of such a road and as the paved area of almost all streets in a separated town or city is greater in width than the paved portions of Provincial Highways the municipality should bear the extra cost including that of constructing a pavement of greater width.





## APPENDIX

The schedules in this section are numbered in accordance with the numbers of the questions asked in the Commission's letter of November 2nd, under the title, "Information required from Municipalities."



SCHEDULE 1

Classification and Mileage of  
Public Roads in St. Thomas

Sheet Asphalt and Asphaltic Concrete on Portland Cement Concrete base	9.28 miles
Bituminous Macadam (Penetration)	3.75 "
Vitrified Brick	1.50 "
Portland Cement Concrete	1.43 "
Water Bound Macadam	7.92 "
Gravel	5.75 "
Unimproved but open	4.98 "
	<hr/> 34.61 miles
Unopened	7.37 "
	<hr/> 41.98 miles



## SCHEDULE 2

Cost to the City of St. Thomas  
of opening and paving Public Roads.  
Costs since 1919 in detail  
(Costs previous in total)

YEAR	ASPHALT ON CONCRETE	BITUM. MACADAM	BRICK	P. C. CONCRETE	W. B. MACADAM	GRAVEL	TOTAL
1933						292.36	292.36
1932				17500.00			17500.00
1931							
1930	16339.87			55000.00			71339.87
1929							
1928	45538.49						45538.49
1927							
1926	80949.41			1134.93			82084.34
1925	22598.87						22598.87
1924	42372.90	8914.91		1434.42			52722.23
1923	79040.47	2892.43					81932.90
1922	107797.57	48377.21					156174.78
1921	201478.60	50616.10					252094.70
1920	131416.90	32510.91					163927.81
1919	107938.01				32647.44	6411.64	146997.09
Total	835471.09	143311.56		75069.35	32647.44	6704.00	1093203.44
Costs previous to 1919	118465.64	40378.61	60607.78	34782.79	77643.82	8730.48	340609.12
	<u>953936.73</u>	<u>183690.17</u>	<u>60607.78</u>	<u>109852.14</u>	<u>110291.26</u>	<u>15434.48</u>	<u>1433812.56</u>

The work in 1932 was constructed out of the General Taxes, the balance as Local Improvements, approximately one-third of the cost being paid for generally and two-thirds by abutting frontage.





SCHEDULE 3

CITY OF ST. THOMAS

Cost of Maintaining and Administering Public Roads  
in St. Thomas during the years 1932-1936 inclusive \*

	<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>
Ordinary repairs and maintenance	6241.01	3350.40	2767.49	2799.90	3877.67
Surface Treatment (Paid for as a Local Improvement)	4400.21	2607.77	3614.64	2726.02	4767.27
Snow and Ice removal and sanding	688.52	613.66	774.66	2177.02	2708.49
Cleaning	9915.68	8008.94	8139.87	7967.10	7013.48
Traffic Control	3791.00	2414.69	2475.30	2871.57	3208.43
Insurance, share of Holidays, Administration and other overhead costs @ 10%	<u>2503.64</u>	<u>1699.55</u>	<u>1777.20</u>	<u>1854.16</u>	<u>2157.53</u>
	27540.06	18695.01	19549.16	20395.77	23732.87

\*NOTE: The costs for 1933-34-35 are somewhat less than the actual due to the use on many of the operations, of welfare labour the cost of which was not charged to the department.



SCHEDULE 4 A

Statement showing the cost  
to the City of St. Thomas for  
constructing roads outside  
the limits of the Municipality.

Provincial Suburban Roads

<u>Year of issue</u>	<u>Amount</u>	<u>Years to run</u>
1925	85672.25	20
1927	8962.44	10
1928	6227.58	10
	2039.10	1
1930	10321.95	10
1933	42340.21	15

County Suburban Roads

1933	4874.65	15
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SCHEDULE 4 B

Statement showing the Annual Expenditure  
of St. Thomas on account of roads  
outside the limits of the Municipality.

<u>Year</u>	Fixed Charges for Capital Expenditure on Schedule	<u>Maintenance</u>		<u>Total</u>
		<u>Provincial</u>	<u>County</u>	
1920			2581.90	2581.90
1921			3417.80	3417.80
1922			4204.90	4204.90
1923		1518.59	3886.19	5404.78
1924			4397.13	4397.13
1925			3542.91	3542.91
1926	6874.56		2402.17	7909.98
1927	6874.56	932.69	2416.63	10223.88
1928	8026.82		3591.28	11618.10
1929	8813.85	1795.60	3575.07	14184.52
1930	8813.85	1767.81	5113.08	15694.74
1931	10150.59	2487.64	1159.02	13797.25
1932	10150.59	1265.56	1339.05	12755.20
1933	10150.59	1208.04	1265.56	12624.19
1934	14786.02	1970.49	1916.84	18673.35
1935	14786.02	5531.18	559.00	20876.20
1936	14786.02	1254.90	779.14	16820.06
1937	14786.02		881.60	15667.62
1938	13633.76			
1939	12846.73			
1940	12846.73			
1941	11510.56			
1942	11510.56			
1943	11510.56			
1944	11510.56			
1945	11510.56			
1946	4636.00			
1947	4636.00			
1948	4636.00			



SCHEDULE 5

Assistance, grants or subsidies  
for the construction of public  
roads in St. Thomas

In 1932 the Province of Ontario contributed the sum of \$17500.00 toward the construction of one road, the paving of which was carried on as an unemployment relief work. This subsidy was for 50% of the cost of the work.



SCHEDULE 6

License fees collected from  
owners or operators of motor  
vehicles transporting  
Freight or Passengers.

1. Vehicles carrying freight for gain      nil
2. Vehicles carrying freight not for gain nil
3. Vehicles carrying passengers for  
    hire \*      1/10¢ per  
                 passenger  
                 seat mile

\* In 1936 this tax amounted to \$125.55





#### SCHEDULE 7

Information respecting taxation  
on Steam and Electric Railways  
in St. Thomas will be found on  
Page 11 of the Brief.

#### SCHEDULE 8

##### Railways Serving St. Thomas

New York Central Lines	- Passenger and Freight Service
Wabash Railway	- Freight Service
Canadian National	- Passenger and Freight Service
Pere Marquette	- Passenger and Freight Service
Canadian Pacific	- Passenger and Freight Service
London and Port Stanley Ry.	Passenger and Freight Service

##### Passenger Bus Lines

Canadian Greyhound Lines	- St. Thomas to Niagara Falls and Windsor
Toronto Greyhound Lines	- St. Thomas to Toronto
Canada Coach Lines	- St. Thomas to Hamilton

##### Motor Transport \*

Martin Transport  
Kerr Transport  
Sage Transport  
Hepburn Brothers

\* This list is incomplete but supplementary data can only  
be obtained from the Registrar of Motor Vehicles, Toronto.



SCHEDULE 9

Assistance given by the City of St. Thomas  
for the Establishment of Railways

Canada Southern Railway now New York Central (1871)	\$	25,000.00	
Lake Erie and Detroit River Railway now Pere Marquette (1905)			20,000.00
Air Line Railway now Canadian National (1870)			
General Taxes commuted for 99 years to \$100.00 per year. Present assessment \$80,000.00, present tax rate 38 mills. On the assumption of a \$70,000.00 assessment, a 30 mill rate and 4% in- terest value of this commutation to Railway			48,970.00
Credit Valley Railway Company (1880)			50,000.00
London & Port Stanley Railway (1854 - 1893)			
St. Thomas subscribed for 328 shares of a par value of \$25	\$	39,852.00	
Also held First mortgage bonds		38,296.00	
Second mortgage bonds		10,637.00	
	\$	88,785.00	
Sold all our interest to the City of London for		25,000.00	63,785.00
TOTAL			\$ 207,755.00



SCHEDULE 9

Assistance given by the City of St. Thomas  
for the Establishment of Railways

Canada Southern Railway now New York Central (1871)	\$	25,000.00	
Lake Erie and Detroit River Railway now Pere Marquette (1905)			50,000.00
Air Line Railway now Canadian National (1870) General Taxes commuted for 99 years to \$100.00 per year. Present assessment \$80,000.00, present tax rate 38 mills. On the assumption of a \$70,000.00 assessment, a 30 mill rate and 4% in- terest value of this commutation to Railway			48,970.00
London & Port Stanley Railway (1854 - 1893) St. Thomas subscribed for 328 shares of a par value of \$25	\$	39,852.00	
Also held First mortgage bonds		38,296.00	
Second mortgage bonds		10,637.00	
	\$	88,785.00	
Sold all our interest to the City of London for		25,000.00	63,785.00
TOTAL			\$207,755.00













